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Tobacco and General Commission Merchants,

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All Tobacco advanced on will be insured for the amount of the advance while in store at the expense of the owner. No other Tobacco insured unless so ordered by the owner.

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W. P. HAMBAUGH. J. C. KENDRICK. KENDRICK, HAMBAUGH & CO., Salesmen, Tobacco

And Gen'l Commission Merchants, Central Warehouse,

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All Tobacco advanced on by us will be insured against loss by fire when received at Central Warehouse at Clarksville at owner's expense. Tobacco not advanced upon will not be insured unless so instructed by

1852.

1878.

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Clarksville, Tenn.

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BOOTS AND SHOES, CLOTHING AND HATS,

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Our Shoes are made of the best material and workmanship. A beautiful line of Dress Goods, Flannels, Alpacas, Cloaks, Hosiery, Embroidered Underwear, Ties, etc. An immense stock of fine Clothing, Jeans, Cassimeres, Shirts, etc. Our stock of Custom-Made Boots and Shoes is very extensive and at the lowest price. The Wholesale Department is complete. Our stock has been bought for any market. We cordially invite everybody to examine our stock. Respectfully,

BLOCH BROS.

September 22, 1877

11 and 12 Franklin Street.

STOVES, TINWARE, HOUSE-FURNISHING GOODS,

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LOW AS ANY HOUSE IN THE WEST !

Special Attention to Roofing and Guttering. PRICES LOW. SATISFACTION GUARANTEED.

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Would call attention to their

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Consisting of

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Whiskey, Mellwood Rye.

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Together with a full stock of

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Of the Best Quality.

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Are Agents for the

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And ask a share of the public patronage.

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Prices Lower Than Ever! W H Shoes are made of the best material and workman.

Has in store a supply of ATTORNEY AT LAW, Cash from first hands. We are enabled to compete with this well known Whiskey, for sale at the price of ordinary brands.

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ALWAYS KEEPS ON HAND A COMPLETE STOCK

TOILET ARTICLES, SCHOOL BOOKS AND STATIONERY. Tobacco, Cigars and Liquors,

And he asks of both retail and wholesale purchasers to call and examine be-

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Farm and Garden Implements,

FRESH AND PURE

Buest Garden Seed. RED CLOVER, SAPLING CLOVER,

ORCHARD GRASS, HERDS GRASS, BLUE GRASS, LAWN GRASS, TIMOTHY SEED. SEED POTATOES, EARLY ROSE, PEERLESS,

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Hecla Coal.

Having secured the Agency for Hecla Coal, we can furnish a very superior article of Kentucky Coal, clear of slate, iron and stone. Try it. We guarantee it as repre-sented.

This is not Drake's Creek Coal sold by us B. F. Poston, Ag't.

Geo. Alwell,

Flour, Grain, Hay, Lime, Ce-ment, Fertilizers, Field and Garden Seeds.

COAL CITY COAL CO.,

EMPIRE BLOCK COAL CO.

We keep constantly on hand a good supply of

market. Office in Tobacco Leaf building. Dec. 15, 1877-tf J. S. WOODSON & CO.

THE HOWE Sewing Machines Are warranted for five years, and sell as low as any.

Office at LOVELL & LARKIN'S. FRANKLIN STREET, One door above Melodeon Hall, Clarksville, Tenn.

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ATTORNEYS AT LAW CLARKSVILLE, TENN.

FICE ON STRAWBERRY STREET. Special attention paid to collections.

A. G. GOODLETT, CLARKSVILLE, TENN.

L. G. MUNFORD. MUNFORD & MUNFORD,



Franklin St., Clarksville, Tenn. ALL WORK WARRANTED.

Submitted to the House of Repre-

sentatives by the Hon. John F. House, Chairman. The Committee on the Pacific Railroad, to whom were referred H. R. bills Nos. 1919, 1964, 2031, 2118 and 2573, having had the same under consideration, beg leave here-with to report back a substitute

companies this report is to secure the cheap and speedy completion of a main trunk-line of railway on or near the 32d parallel of north latitude, from the eastern bank of the Mississippi river to San Diego, on the Pacific coast. However desirable it may be to the impoverished diately interested in this transcontinental line to have the branches constructed, which various friends the measure have hitherto advoto make no appeal to the Governent for aid to such branches, beving that the wants and demands of trade, commerce and travel will which may be found necessary to supply those wants and answer to those demands. They therefore present a bill which asks the friendly assistance of the Government in the building of only a main trunk-line, unincumbered with any branches whatever; and it is with confidence submitted that no application has ever been made to the Government for assistance to any

fully and earnestly invoked.

The bill, in its main features. omitting details, is as follows, viz:

tering into any combination, conthe transportation of freight or pasto inspect the books of this and all connecting companies, with a view to ascertain or discover any infringement of this provision of the law, and for this purpose are also author-CHARGES FOR FREIGHT AND PAS-

It further provides that all lines of railway now connecting or which may hereafter connect with this road shall be put on an equality as to all consigned through-business, and no unjust discrimination in charges shall be made by or against either, and that this road and all connecting lines shall be operated under such regulations and restrictions as to form one continuous line for freight and passengers. Remedies by immediate action in the United States District or Circuit

Courts, on the part of any person aggrieved, are provided. GUARANTEE OF INEEREST ON BONDS. of the maturity of the bonds.

the following securities are provided: 1st. A first lien is given upon all retain and exercise a supervision

ultimate payment of the bonds. 2d. As a further security the Government retains in its hands all that the company may earn for the transportation of Government troops, stores and supplies and for mail and

3d. The entire net-earnings of the road, if the same should be necessary, are to be paid on the guaranteed interest, and to provide for the sinking fund. 4th. All the lands hitherto granted to the company by the Government are to be reconveyed to the Govern-

ment, the Government being thus

authorized to throw the same open at once to settlement, and to sell the same under its own regulations at the price established by law for Government lands in railroad reservations, one-half the proceeds of the the company's credit on the guaranteed interest. The reservations to possible for a single line of railway dition to the land-grant. venting their being withheld from stetlement by any desire on the part of the company to speculate in the company will be thus interested in promoting, by facilities afforded in the way of trunsportation assureme Courts at Nashville.

Specisi attention to collections.

Jan. 5, 156-11

L. GAUCHAT.

WATCHMAKER & JEWELER, (S. B. Stewart's old stand)

Franklin St., Clarksville, Tenn.

Peranklin St., Clarksville, Tenn.

The fact of the most favorable with private of the company to speculate in the company

5th. As a further indemnity that the saving to the government scribed in the law. The propo-

in paying the interest guaranteed by

The financial crisis of 1873, which prostrated so many interests and ruined so many fortunes, crippled all railroad enterprises, and has made it impossible to negotiate railroad securities in any of the money markets of the world except at a heavy if not ruinous discount. By this financial storm the Northern willions annually, for maintaining a military force in Arizona and New Mexico—not including the expense of Indian agencies, supplies, or transportation of mails and stores—the conclusion is irresistible and unanswerable that the Government would save more than the maximum that the Southern Pacific is controlled by the Same parties who control the Southern Pacific. Sixteen persons own the \$36,763,900 of reported and the same parties who control the central Pacific. All these persons are shareholders in the Central Pacific, except four. Four of the millions annually, for maintaining the same parties who control the same parties this financial storm the Northern Pacific was swept into bankruptcy, its mortgages foreclosed, and the be true—and the committee submits a seven (a majority) of the directors of the Southern Pacific are share-holders of the Central Pacific. Nearpurchasers at the mortgage sale are | that it cannot be controverted sucnow here asking the same subsidy cessfully—the argument against the Company was proceeding in the would in all probability, at no very construction of it road with the conpublic enterprise more just and rea-sonable in its provisions than that contained in the bill presented by the committee. A fair and candid best highway between the two oceans that has been or can be con-A POSTAL AND MILITARY BOUTE, structed on this continent, and this, It provides that the road shall be too, as the committee confidently maintained and operated as an open claim, without the loss of a dollar

Union Pacific, with their branches, ing to upwards of \$64,000,000, on war can hardly be overestimated.

It is now apparent that, with ad-

trunk-line and all connecting lines which they now ask of Congress is and New York on existing lines. shall be fair and reasonable, and given. The aid to the Texas Pacific But for our unfortunate civil dis-Congress is empowered to regulate falls far below the magnificent en- turbances, there can be little doubt those rates and to exercise supervis- downents bestowed by the Govern- that the first transcontinental line El Paso to the Mississippi river ion and control over the manage- ment on either of the other two of railway constructed would have nearly one thousand miles. Should given over a road which the Gov- construct that line-so clearly insuf- opinion had settled as the one to be by private enterprise the question ernment, by its aid and credit, as- ficient that a rival corporation thinks | constructed. It was the shortest | would arise as to the power of Con est and that of the public might be ask of Congress the entire grant, was less elevation to be overcome; protected against the rapacity which with which to construct about one- the material for construction was of termediate lines, and thus the salu out responsibility to anyone have to be built in order to connect the climate was far more favorable than competing transcontinental lists on any other route, being free from might be frustrated or rendered

cise towards the traveling public It is true, two of these lines are in obstructions of snow and ice which no practical avail. It would also be those who ship freight over the North, and the other in the must always form serious obstacles a question whether Congress would Government to grant sufficient aid to accommodate one section of the country and deny it to the other. that induced the Government to authorized and empowered to consultry and deny it to the other. Whatever adds to the wealth and make the purchase was the fact that struct a continuous railroad from

Pacific is of no practical value. These inhabitants of the South and Southwest will have to travel and send freight from five to eight hun-Pacific is of no practical value. Valley the trade of India, China, dred miles to reach the terminus of the South and Southwest, and in- completed in ten years, proceeds in the Union Pacific at Omaha, then deed the whole country, sustained the words following: It authorizes the company to exe- to meet with the notoriously exor- by the war. The great superiority failure to so complete it, Congres cute and deposit with the Secretary bitant rates which now burden and of this route over all other transcon- may adopt such measures as it may embarrass those more accessible to tinental lines of railway has, with deem necessary and proper to secure at the rate of \$20,000 per mile for that line, and which a great monop- the return of peace, again attracted its speedy completion. 1,150 miles, and at the rate of \$35,100 per mile for 250 miles through
the mountainous portion of the
route, said bonds to mature in fifty

that me, and which a great honopy
that he agree in honopy
that the rate of \$35,100 miles, and at the rate of \$35,100 miles through the demands of the demands of the public attention to it. Your com100 miles, and at the rate of \$35,100 miles through the demands of the line were all that the public could vantages of this route, can come to company, but also to allow said oth The Government is to guarantee the reasonably require, the remoteness no other conclusion than its con- er company to change the character payment of the interest on these of the South and Southwest would struction is only a question of time. of the road as one continuous line to bonds, but such guarantee is in no practically debar the people living R must and will be built. There be operated by one company beevent to extend beyond the period in those sectious from the benefits never was a more opportune time tween the termini named, and to of that great highway subsidized by than the present for Congress to lend | change the termini themselves. Un Whenever ten consecutive miles of the Government to an extent and the needed assistance to push it to a der the quoted clause no such right road are completed, examined and in a manner before or since unknown speedy completion. The practical can be found. The power is there approved by a commission appoint- to our legislation. It has grown so influence of such an agency in reed by the President, who shall ascer-tain the actual cost of the same, the creation and the remonstrances of the same, the Secretary of the Treasury is author- an oppressed and helpless public, general depression as the present, ized to issue to the company their It has so used the magnificent en- should not be overlooked or underbonds to the extent only of the cost dowment with which the Govern- estimated. It cannot be denied that bonds to the extent only of the cost downent with which the Govern-of construction and equipment of ment has enriched it that prudent the vigorous prosecution of so great the speedy building of that identical such section, not to exceed per mile men are fearful, and hesitate to risk a national work would do much any Government aid in affording to relieve the labor and financial To indemnify and save harmless the only effectual remedy against famine of the country by giving the Government for this guarantee, its power and exactions, to wit, the employment to multitudes and putestablishment of competing lines, ting large amounts of idle capital

ECURITIES FOR THE GUARANTEE. over which the Government shall into active circulation. But your committee must not fail the franchises and property on the and control which will render im- to call more special attention to one line to be constructed, as a security for the guarantee of the interest and to provide a sinking fund for the provide a sinking fund for the ultimate payment of the bonds.

San Diego and reaching the fine harbor the Government from loss, The entire net earnings of the road, as has been seen, are to be applied, if exceed the proper limits of this report to go into a history of the legislation out of which grew the great monopoly represented by the Union and Central Pacific, but really controlled by and in the interest of a service of a controlled by and in the interest of a controlled by an actual obstructions everal months in the company or companies, by means of private capital, should build a company or syndicate of capitalists composed of years ending June 30, 1877, were in and when the proposition of sai syndicate of capitalists composed of only a few men. But the lesson which practical wisdom should draw therefrom is, not that Congress should timidly surrender the interests of this great people because mistakes have been made, but by wise and judicious legislation to remedy those mistakes and to secure to the the secure the secure the secure to the the secure the secur people and to the commercial inter- been seen, given by former legislaests of this country those connections tion to this road, is reconveyed to which the general welfare demands, the Government, and one-half the which they do not propose to in But all abuses and extortions out of proceeds of the sale of said lands the question, no one at all acquainted Is to be applied to the payment of argument. Whatever diversity of with the wants of our people and the guaranteed interest. So it will opinion there may have deanly period of our history as to the demands of our increasing combine demands of our increasing combined that it is important the Government is not asked in ad-MUNFORD & MUNFORD,

ATTORNEYS AT LAW

ATTORNEYS ATTORN SOLICITORS IN CHANCERY settlement by any desire on the part under a judicious system of commer- grant given to the Texas Pacific,

the sale of such lands will be obvi- proposed by this bill than it is asked if Congress has it, to thus deprive a Your committee think that the Su-

REPORT FROM THE COMMITTEE which it reserves, from the railroad all sides to be high. Yet the reports every effort in its power to complete of the Quartermaster-General show the work and all its sections as preagainst loss by the Government, the company is required to execute and deposit with the Secretary of the Treasury bonds at the rate of \$5,000 per mile for the fourteen hundred miles between Fort Worth and San Diego, to be held by the Government and sold at any time to meet any that the saving to the government that the saving to the government to declare this grant forces. So long in anticipation of the experiment to declare this grant forces, and that for two years preceding June certainly be a very harsh exercises of that power, if Congress has it, to about \$2,000,000 per annum. Now, when the fact is taken into account that the saving to the government to declare this grant forces. It we had been the certainly be a very harsh exercise of that power, if Congress has it, to thus deprive a company of the sid and sold at any time to meet any that between thirty and forty mili- a great financial crises, and in good default or deficiency by the company tary posts, and eleven regiments of faith had made every effort in it n paying the interest guaranteed by he Government.

United States soldiers, nearly half the entire Army, would draw their its sections as prescribed in the law. Supplies from the Texas-Pacific The proposition to declare this grant first mortgage is given to the Government on all lands granted by the State of Texas for roads constructed in said State west of Fort Worth.

State of Texas for roads constructed in said State west of Fort Worth.

State of Texas for roads constructed in said State west of Fort Worth.

to complete the work that was originally granted to that line. Up to this crisis the Texas and Pacific The building of the proposed road The building of the building of the bui fident belief and hope that they would be able to consummate the great work without any further appeal to the Government for aid; and a prosperous and wealth-creating line. The idea that the Central Pacific to defeat the building of a transcontinental rail-way which will compete with that without any assistance from the Government they have now in successful and profitable operation 444 plorations in these Territories indicate an amount of mineral wealth already in operation is one that canmiles of road, with its western terminus at Fort Worth. The Government's guarantee of interest on the would be rapidly developed through bonds of the company will enable the company to negotiate them at par, and thus to push to a speedy completion, on cheap and favorable would not be overlooked. Our the proposition of the Southern control of the southern co terms, this great enterprise, which manufacturers of woolen and cotton will form the cheapest, shortest and goods, machinery, agricultural impeting transcontinental railway or supply the Mexican population of the Central Pacific control of the between seven and eight millions western end of the Texas Pacific. with those articles, and would, be-fore a great while, do so, if this line eific coast, that mammoth company claim, without the loss of a dollar to the Government.

By its legislation, Congress has declared the necessity for three adjusted by the Secretary of War and Postmaster General or Secretary of the Interior, in conjunction with the proper officers of the road.

COMBINATIONS WITH OTHER LINES.

It prohibits the company from entering into any combination, content of the most of which is equal to any lands on this continent. equal to any lands on this continent, way would exert in promoting take the whole land-grant, does not has been given. The second, the peaceful relations with our sister embrace the building of the road Republic, in solving the Indian any farther east than the Rio

have received Government aid in lands amounting to upward of 50,000,000 acres, and in bonds amountthe Pacific coast in case of a foreign that point, if in good faith they mean ever to reach that point, they may seek connecwhich the Government has paid \$\ _\ interest. The third, the Texas Pacific, has received a grant of lands the American continent must be ico. It does not propose to build to estimated at about 18,000,000 acres. come the great highway between the the Mississippi river, or to meet any One of these routes has been constructed, and is in operation to-day.

The munificent land-grant to the other, it is confidently asserted by its fellows, will enable the temperature of the Atlantic, it is confidently asserted by its fellows, will enable the temperature of the Atlantic, it is confidently asserted by the fellows are the same and miles less than the same and the sam It provides that rates for through-freight and passengers on the main to complete its line, if the legislation the distance between San Francisco poses to build with the land-grant from the Texas Pacific, is a distance ment of the road. It was thought transcontinental lines, and is well been on or near the 32d parallel. the intervening gaps between E proper that this power should be known to be wholly insufficient to This was the line on which public Paso and the Mississippi be filled up sists in building, that its own inter- it not an unreasonable request to route between the two oceans; there gress to control the private interest corporations uncontrolled and with- third of the line which is required easy access, and abundant; the tary power of Congress over a great South. The aid to the two Northern on more Northern lines. The de- have any right to impress upon the lines stands out in bold and striking contrast to that granted to the Southern line. No reason, in a sound States, in 1853, accquired from Mexcharacter of a military and postal oublic policy, can be found for the ico 100,000 square miles of territory, route, with preference to the Gov-

> prosperity of the South, adds to the through this territory the cheapest | Marshall, Texas, to San Diego. The wealth and prosperity of the North and most practicable route for a termini of the road are thus fixed great transcontinental line of rail- positively; the character of the To about twelve millions of people living south of the 37th parallel, the line of the Central Pacific and Union great transcontinental line of the loss of the State of the controlled, and have opened to the whole Mississippi mini, to be used, controlled, and of different companies, but to take road, with its eastern terminus at Marshall and its western at San Diego, the whole to be a continuous line operated by one company. The proposition of the Southern Pacific, as embodied in the bill referred to your committee, does not contem

committee would notice is the constitutionality of the measure, cumber this report with a lengthy over the subject of government aid

ated, and thus will the Government be relieved of all trouble and delay in separating the mineral lands,